

The Hong Kong Telegraph.

No. 132.]

HONGKONG, TUESDAY, NOVEMBER 15TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR MANILA VIA AMOY.

THE Spanish Steamer "EMUY,"
ORTUZAR, Master, will be despatched
as above TO-MORROW, the 16th
instant, at 5 o'clock p.m.
For Freight or Passage apply to
REMEDIOS & Co.
Hongkong, 12th November, 1881.

FOR STRAITS AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain A. B. MACFARLAN, will be
despatched for the above Port on
THURSDAY, the 17th instant, at
8 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 11th November, 1881.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through cargo
to New Zealand).

THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"MENMUIR,"

will be despatched as above, on
SATURDAY, the 19th November, at
12 Noon.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th November, 1881.

PARTNERSHIP.

WANTED, a PARTNER, for a
STORE and GENERAL COMMISSION
BUSINESS; capital required \$4,000. For
Particulars, address M. M., care of
Hongkong Telegraph Office.
Hongkong, 14th Nov., 1881.

TO LET.

TWO ROOMS suitable for an office
in the premises No. 15, Wellin-
ton Street. Possession on 1st January,
1882.

Apply to DE SOUZA & Co.
Hongkong, 14th Nov., 1881.

RECORD of AMERICAN and
FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and
PORTER.

DAVID CORSAIR & SONS'
Merchant Navy
Navy Boiled
Long-Flax
Crown
CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

PHOTOGRAPHY.

BARON STILLFRIED, Photogra-
pher to the Austrian Court, will
REMAIN HERE for Six Weeks or Two
Months. He has now OPENED a
STUDIO next door to the new Char-
tered Bank Building, and invites an In-
spection of his Collection of PHOTO-
GRAPHS, PHOTO-CRAYONS, and WATER
COLOURS.

Hours from 10 to 1, and from 2 to 4.
PORTRAITS, GROUPS, or OUTDOOR WORK,
taken, up to the Largest Size.
Hongkong, 27th October, 1881.

William Schmidt & Co.
GUNMAKERS, &c.
BEACONSFIELD ARCADE.

Arms, Ammunition, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

Intimations.

NOTICE OF REMOVAL.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
&c., &c., have REMOVED their Office
and Ware-room to No. 6, BEACONSFIELD
ARCADE, where Orders for Fittings and
Repairs will be punctually attended to.
Hongkong, 11th November, 1881.

TELEPHONES.

IN the erection of these valuable
INSTRUMENTS communicating from
house to house, whether privately or
through a Central Exchange, no ob-
struction of the Public Streets or in-
fringement of Public rights is of neces-
sity made, nor is the granting of any
monopoly for this use in this Colony
now to be apprehended. All Persons
who have not as yet inspected their
working are INVITED to call at the
office of the Undersigned, No. 12,
Queen's Road Central, whence the
SYSTEM in course of construction has
been extended for a considerable dis-
tance.

INSTRUMENTS similar to that exhibited,
and wires connecting the offices of all
Subscribers with each other through a
Central Station, will be provided and
kept in order at rates already adver-
tised, and Private lines by special
arrangement.

For all further Particulars, apply to
R. G. ALFORD,
Surveyor, &c.
12, Queen's Road, Central,
Hongkong, November 8th 1881.

LE CEROLE-TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

C. L. THEVENIN,
COMMISSION AGENT,
WINE AND SPIRITS MERCHANT.
CHAMPAGNE, BURGUNDIES,
COGNACS, SHERRIES, LIQUEURS,
WHISKY &c., &c.

HONGKONG HOTEL BUILDING.

HONGKONG TIMBER YARD,
WANCHAI.

OREGON PINE SPARS
AND LUMBER
always on hand.

L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors;
English & American Billiards;
Tiffin at One o'clock.
Dinner at 7.30.

This Hotel is most centrally situated
and within easy distance of the prin-
cipal landing places.

J. COOK,
Proprietor.

Intimations.

V. R.

WAR DEPARTMENT CONTRACTS.

NOTICE TO BUILDERS.

TENDERS are required for the
ERECTION of a FILLED SHELL
STORE, in the Arsenal Yard, Hong-
kong.
Parties desiring to Tender for the
erection of these works must leave
their names at the Royal Engineer
Office by Twelve o'clock Noon on
SATURDAY, the 19th November,
1881.

A copy of the Specification will be
furnished to candidates by the Govern-
ment Surveyors.

The Specifications are printed in
English only.

The Secretary of State does not
bind himself to accept the lowest or
any Tender.

A. MEYER, A.C.G.,
District Commissary-General.
Commissariat,
Hongkong, 15th November, 1881.

JUST LANDED FROM PARIS,
Ex French Mail Steamer "Saghalien."

ELEGANT BALL DRESSES
(with Skirts ready made),
CLOAKS, WHITE KID GLOVES.

RICHLY TRIMMED COSTUMES,
CONFECTIONES, and GOWNS.

PLAIN COSTUMES, BLACK SAT-
TINSKIRTS and SILK PEIGNOIRS,
FICHUS, CRAVATS, and FRIL-
LINGS.

LADIES' ULSTERS and BONNETS.
LADIES' and CHILDREN'S HATS.

GENTLEMEN'S BLACK and COLOURED
FELT HATS.

FINEST BLACK BROAD CLOTH
and CASHMERE.

BLUE BEAVER, Pieces of TWEED,
&c., &c., &c.

A Fine Selection of Artificial
FRENCH FLOWERS.

BOA DA SILVA & Co.
Hongkong, November 11, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.

Charts and Books.
Nautical Instruments.

Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

Along, Photographer,

HAS A LARGE COLLECTION OF
VIEWS than any other in
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

For Sale.

SAYLE & CO.'S SHOWROOMS.

WINTER FASHIONS.

SAYLE & Co. intend making their
SECOND SHOW
TO-MORROW, NOVEMBER 1st,
and following days.

ALL NEW GOODS—Special Novelties for the Season direct from
Paris and London.

MILLINERY AND DRESSMAKING IN ALL ITS BRANCHES.

N.B.—The CHRISTMAS TOYS have arrived, also a variety of TENNIS
BADMINTON, and CROQUET SETS.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 31st October, 1881.

KELLY & WALSH

HAVE JUST LANDED, in very FINE CONDITION,
AMERICAN CIGARETTES.

CAPORALS,
SWEET CAPORALS, } In boxes of 500 for \$4.00.
HALF CAPORALS.

TURKISH CIGARETTES, GDESSA CIGARETTES,
MALTESE CIGARETTES.

CIGARETTE PAPER.
JOB, PAPER PERSAN.

Also on hand HAVANA CIGARS of the very BEST BRANDS

MANILA CIGARS and CHEROOTS.
PRINCESSAS, in boxes of 500. LONDRES, in boxes of 100.
CAVITES, in boxes of 500. VEGUEROS, in boxes of 100.

PENANG CIGARS.
GENERAL PELS, in boxes of 100.

TOBACCOS.

HAPPY THOUGHT. STAR MIXTURE.
GOLDEN EAGLE. DOLLAR BRAND.

TURKISH CIGARETTE TOBACCO.
SAMSON, in 1lb. and Half-pound Tins.
SMYRNA, in 1lb. and Half-pound Tins.

KELLY & WALSH, QUEEN'S ROAD.

Hongkong, 29th October, 1881.

BY SPECIAL APPOINTMENT TO
H.E. THE GOVERNOR OF HONGKONG,

AND TO
H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,
Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITTEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast OLARETS in quarts and
pints. After Dinner OLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, BAROSE, LEOVILLE CLOS DE
MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.
CHABREUSE, OURACOA, MARASCHINO.
Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY.

HONGKONG.

SHANGHAI PHARMACY.

SHANGHAI.

CANTON DISPENSARY.

CANTON.

THE DISPENSARY.

FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 15TH NOVEMBER, 1881.

The following very interesting article on the Italian Army appears in a recent number of the *Daily News*, and in view of the important part Italy appears destined to play in the future history of Europe, will doubtless be perused with interest—especially by our military friends:—

Italy is making efforts to put her army on an equal footing with the other great military Powers. Two corps d'armée have been sent respectively at Padua and Perugia. The first manoeuvres, under command of General Pallavicini di Priola, with Col. Abate as chief of the staff, were held between Este and Padua. The first week of the manoeuvres, commencing on August 29th, was confined to small field days of brigade against brigade. In the second week there were two divisional days and a field day with the whole corps d'armée, finishing with a review at Padua on September 11th. The King was present during the last week of the manoeuvres, and took great interest in every detail. The manoeuvres were carried out with great precision. There was no hurry, every phase being clearly marked. There was none of that hurry and confusion which is seen sometimes in field days in England. The ground over which the troops had to act lies at the foot of the Euganean Hills. It is very much enclosed, and intersected with canals and ditches. The hills, however, furnish very good positions for artillery, especially in the neighbourhood of "Acqua Petrarca" (a classical spot) and on the hills towards Baone and Este. It is very difficult for cavalry and artillery to manoeuvre, the former being unable to pass over the cultivated ground, and therefore having to keep to the roads in pushing to the front.

The corps d'armée, consisting of two divisions of 7,000 men each, was made up of eight regiments (a regiment consists of three battalions of four companies each) of infantry, two of "Milice Mobile," one of Bersaglieri, and two regiments of cavalry, together with the usual complement of divisional troops. The infantry are armed with the Vetterli rifle, which is a breech-loader after the same pattern as the Chassepot. It has lately been furnished with a new sight, and its effective range is said to be 1,400 yards. It is certainly a very inferior arm to the Martini-Henry, and not so good in many respects as the Snider. The clothing is of good quality and most serviceable. The rolled collar is universal throughout the army. The men are clean and keep their arms and equipment in excellent order. They are smart, even from an English point of view, in the streets, a marked contrast to their neighbours the French. The articles that are issued to the men—such as tunic and trousers—have to last nine months. As a rule the soldiers wear bandages in preference to socks, and certainly there seems to be very few men foot-sore on the line of march. The issue of ration is very sim-

ple. A captain and a fixed number of men from each battalion go to the Commissariat stores in the evening of each day, and draw the rations direct. The bread is at once issued to the troops, and the meat, rice, &c., are issued to the cooks of the various companies. As a rule, the troops have three meals a day—breakfast before starting in the morning, dinner after manoeuvring before returning to quarters (this consists of a meat ration), and an evening meal about five or six o'clock, with a glass of wine. The discipline of the army is excellent. The punishments are very severe, a captain having the power of confining a man to camp or quarters for a period of ninety days. The men of the active army are young and small. The infantry serve for three years with the colours, the cavalry five years. The marching powers of the infantry (especially of the renowned Bersaglieri) are excellent. There is little or no falling out, which is the more remarkable as the men are very young, and invariably carry their "packs," which contain forty-eight rounds of ball ammunition at all times. There is great esprit de corps among the Bersaglieri, and their manoeuvring is excellent. With regard to the officers, it is impossible to say too much in their praise; they are well up to their work, and have the men under their command exceedingly well in hand. The control of the "fire" is excellent, the officers in all cases pointing out the object to be aimed at and the distance of the enemy. There is a determination on the part of the officers that, whatever else happens, the army shall not suffer; and if it is possible for any body of men to make it into a really fine army, the Italian officers will do so. The captains of the Bersaglieri are mounted and are perhaps of a better class than the other infantry officers. The staff officers are intelligent and well-informed. As a rule they are obliged to pass through a course at the School of War (Ecole de Guerre) before they pass into the staff branch of the army. There seems to be no friction between the heads of departments and the chief of the staff.

The promotion in the Italian army is very slow, and the officers are therefore in many cases too old for the positions they fill. There seems, however, to be rather a lack of staff officers to the brigadiers, as on several occasions corporals were sent with orders to the various commanding officers, rather a dangerous proceeding. The method of infantry attack is generally carried out by sections. When a battalion forms for attack two companies (usually the flank companies) move to the front to form the "shooting line" and "supports." The remainder form the reserve (two companies). The companies to form the "shooting line" move forward, as a rule, in column of sections. They usually extend at first, one section each occupying together a front equal to half the battalion deployed in line. If the supports are required to open fire on their own ground, the command to "clear the front" is given, and the men extended fall back and range themselves in close files on the flank of the supports.

The country in which the manoeuvres took place this year is exceedingly difficult, and necessitates the division of a battalion into very small units; great uncertainty must always exist in such a country (as occurred at Solferino) with regard to the progress of an action. In rushing to the final attack the men cheer and bring their rifles to the "charge." There is little or no scouting done, and in consequence the opposing forces often find themselves in very close proximity during a field day. The "Milice Mobile" were called out for the first time this year. One hundred and twenty-five battalions were mobilised. It is composed partly of men who have served and partly of men who have drawn the "lucky numbers." They are certainly the finest troops that Italy possesses, and with good officers will form a second line of defence of which any country might be proud. As a rule, the men are in good situations, and it is on this account that they have not been called out in previous years.

Of the cavalry there is little to be said. A regiment is composed of six squadrons. The men are young, and seem to have had but little training in riding. The horses are small but hardy and are well cared for. The idea of

having Government stud farms has been started, but owing to financial reasons it has been but imperfectly carried out. The men serve for five years and are then drafted to the reserve. They are armed with a carbine on the Vetterli system and a sword, which is attached to the saddle. The artillery are armed with bronze and steel guns, the latter only in a small proportion. The services of the gunners would appear to be too short (three years), and in consequence this arm of the service suffers much; added to this, the artillery has also to find drivers for the commissariat waggons, &c. The ambulance corps is well organised, and the system of removing wounded men from the field of battle is good. All that Italy wants now is time and money. The lack of the latter prevents her from carrying out the necessary improvements in her military organisation. Time is wanted to weld together the different elements of which the country is composed. The army is rapidly doing this, as it brings together in one regiment men from every part of the kingdom. The Italian army is essential to the country as a great national institution, for by its means the nation is being educated and trained to take its place among the great Powers of the world.

The Victoria Chapter of Royal Arch Free masons will hold a Chapter of Emergency for Exaltation this evening at nine o'clock precisely.

We learn from the agents, Messrs. Butterfield & Swire, that the Ocean Steamship Co.'s steamer *Jason*, from Liverpool for Hongkong and Shanghai, left Singapore on the 12th instant.

Telegraphic news have been received this morning from Amoy respecting the stranded steamer *Pulchra*. It is confidently anticipated that she will be floated at an early date.

This is the 15th of November, 1881, the day on which, according to more than one prophecy, the universe is to come to an end in a general smash up. It certainly looks dull and gloomy this morning!

The steamer *Yollung* which left for Swatow early this morning was compelled to put back owing to a slight accident to her machinery. It is expected she will be ready to resume her voyage to-morrow morning.

On the arrival of the steamer *China* this morning from Swatow, a cook on board was removed to the Hospital in consequence of a wound on the forehead. It appears that he had a quarrel this morning with a boy on board, who smashed a Chinese porcelain bowl on his head. The prisoner was taken off to the Police Hulk and charged.

We learn that the China Merchants S. N. Co.'s steamer *Pu-Yew* succeeded in getting off the rocks in the Capsing-moon Pass about half-past four yesterday afternoon. She discharged the cargo in the fore-hold into lighters, trimming the vessel by the stern, and came off without difficulty as soon as she was lightened. The cargo from the lighters was then taken on board, and as the injuries sustained by the steamer appeared to be very slight it was decided to take her up to Canton, so she immediately left for that port. We have not heard whether she will be docked at Whampoa or in Hongkong, but should imagine she will have to undergo a thorough inspection at this port by the Government Marine Surveyor.

We would respectfully call the attention of the Government to the great inconvenience occasioned to the public by the absence of a refreshment bar at the City Hall during entertainments held there. We make bold to say that a similar state of affairs does not exist in the whole world. Apart from the law of the case, about which there can be no doubt, surely some means can be devised to remedy what is a decided public grievance. The proprietors of the Hongkong Hotel used to provide refreshments at all entertainments, and gave every satisfaction, until the ukase of the Government deprived them of the privilege. It is not a money-making speculation; it cannot in any way injure the interests of other publicans, and it would be a great boon to the theatre-going portion of the community. Is it not possible for some special arrangement to be made so that refreshments can be provided as of old?

Telegrams for Bangkok can go forward by mail closing at 9 a.m. to-morrow (Wednesday).

According to a home paper a stone has been erected over the grave of Professor Clifford in Highgate Cemetery with the following curious inscription:—"William Kingdom Clifford. Born May 1, 1845; died March 3, 1879. 'I was not, and was conceived; I lived, and did a little work; I am not, and grieve not.'"

The *Army and Navy Gazette* hears that the Lords of the Admiralty are so pleased with their abolition of Ascension as a naval depot that it is not unlikely that some similar establishment on distant stations may meet with the same fate at a very early date, so that they may not have to be provided for in the Estimates for 1882-83.

A Land Bill for England has been prepared by a special committee appointed by the Farmers' Alliance. The principal features of the suggested measure are the establishment of a law court for the settlement of rent and other disputes; the granting of compensation to the retiring tenant for improvements he has executed; the abolition of the law of distress; giving the tenant perfect freedom of cultivation; and throwing the whole of the tithe rent-charge on the landlord.

The citizens of the United States have shown their appreciation of the late President Garfield in a most practical and substantial manner. A gigantic fund is being called by public subscription to provide for the future comfort of Mrs. Garfield and her family. The Americans never do anything by halves, and in this particular instance their liberality has been simply marvellous. The amount subscribed, according to latest accounts, was close upon half a million dollars.

We are pleased to observe that the report as to the ill health of the discoverer of Livingstone has been greatly exaggerated. The *Daily Telegraph* has received from Mr. J. van Praet, Chef du Cabinet in the "Ministère de la Maison du Roi" of the King of the Belgians, the following news with regard to the health of Mr. H. M. Stanley:—"Stanley has suffered from bilious fever, but he has just written to us that he is now in excellent health and spirits, having quite recovered his strength."

A large meeting of tenant-farmers was held, on September 30th at Wick, when it was resolved to petition Government to introduce a Land Bill for Scotland securing the interest of the tenant in his outlay in permanent and unexhausted improvements. The meeting repudiated Protection, and approved of the principles of Free Trade being applied to the land of Scotland. It was also resolved that in the event of a reduction of rent not being generally granted in Orkney, certain members of the meeting be deputed to correspond with or attend the meeting formed in Scotland to further the preceding objects.

Tunis, says a home paper, has recently been enlivened by a scandal which, for a wonder, is not French in its origin. A Maltese judge there seems to atone for his ignorance of Mohammedan law by a profound and practical acquaintance with the language of flowers. An Italian baron is said to have been indiscreet enough to present the judge's lady with a bouquet containing an undue preponderance of pansies, which, according to the mysterious tenets of floral jurisprudence as interpreted by the Maltese judge, appears to convey some hidden and insidious meaning. The judge accordingly felt compelled to grossly insult the baron, and having done so ordered him out of a railway-carriage. The baron immediately sent two Italian naval officers to demand satisfaction. A very undignified scene ensued. The judge threw away their cards, and they threw their hats at the judge. Although the judge declined to give any explanation to the unfortunate presenter of pansies or to meet him in single combat, he complained officially of the two officers who brought the *cartel*, and they were formally punished for delivering a challenge. The affair is still *sub judice*, but meanwhile public opinion at Tunis has pronounced its verdict very strongly and very unanimously as to the merits of the case.

MACAO.

(FROM OUR OWN CORRESPONDENT.)
MACAO, 15th November.

On reading the communication headed "The Macao Lyceum" in your issue of yesterday, I came to the conclusion that it needed no reply. It has answered itself. When arguments and facts are opposed by insulting personalities; when a sober discussion is attacked by vulgar abuse, it behoves the disputant to use his only available arm, a contemptuous silence. No truth can shine from an ignoble quarrel; no advantage is reaped from an unprincipled, unsystematical, illogical discussion; and such are the characteristic qualities of the communication alluded to. It begins with rancorous insult, and it ends with the startling assertion that the writer advocates his cause on principle! Instead of discussing the question, the writer attacks the person who has dared to open fire on the educational system of the Lyceum. Your Macao correspondent is reminded of the *usutor ultra crepidam*; his arguments are said to be redolent with acrimony; his motives are declared to be selfish; his identity is only hinted at for public derision; he is nobody, and if he happens to express an opinion upon education at Macao, he should modify that opinion, when the writer of the communication entertain a different view—on principle. After all this stampede of compliments are bestowed on the "one-eyed *usutor*," it pleases Mr. "S." to say:—"With this digression I now proceed to the real question at issue."

This is really a novel system of warfare. It would be interesting to know on what principle it rests. It certainly reflects very little credit on any one indulging in such a mode of argument. I do not know the intentions or motives of Mr. "S." in using such a system of criticism, but I would remind him that the whole fabric of Lyceum education would fall to the ground, if it depended upon such support as his.

However, I will shun personalities in a public discussion. I will take Mr. "S." insults, and teach him (for I am sure his age can bear a little more instruction, if not education also) that the Macao Lyceum ought not to owe its establishment to the barren facts that a few Macaenses have succeeded in getting a decent livelihood in Portugal. If we are to reason in such a strain, we should *a fortiori* say a purely commercial institution is needed in Macao, simply because the great majority of Macaenses are getting their livelihood by the commerce of Hongkong and the Treaty Ports. The youth of Macao are quite aware of their destiny; they know where to get their livelihood provided they follow a professional course of education; they have relatives, friends, and acquaintances near them, who are leading a very respectable life by commerce, and they are not so destitute of sense as to abandon the known track and try the route to Lusitania, for the simple reason that "Dr. Pegado is a professor of the Coimbra University, Dr. Carvalho holds a good position in Lisbon, and so do Messrs. Loureiro, Diniz, Outeiro and others." The "Hongkong Directory" will show how many Macaenses are holding good positions, in your colony, Shanghai, and elsewhere. But they have not owed them to Lyceum instruction, nor would they travel to Portugal for love or money.

"The last Lyceum turned out a goodly number of most learned lawyers, interpreters, professors, &c." This would be a very snug argument, if it were true. And it is not true, because what Mr. "S." calls the last Lyceum was no Lyceum at all. The institution that has turned out lawyers, interpreters, etc., was St. Joseph's College, under the well-known and respected Jesuit teachers. They had no Lyceum regulations; they could rule any Lyceum down, because their learning and their experience in tutorship were far above the mark of Lyceum. Just because they declined to submit to Lyceum regulations, they were compelled to withdraw from the College, after they had given sound instruction and education to many bright youths, who are now lawyers, interpreters, &c. The only fault to be found with the Jesuits here, was their having adhered too much to high studies, neglecting a little the professional or commercial side of education. But this was a department of tuition

that priests and members of a religious, half-monastical order, could not reasonably be expected to fulfil. Still, Father Cahill had a few pupils in book-keeping and commercial accounting, and so far, went ahead of the Lyceum, where not a word of commerce or business is mentioned.

On the departure of the Jesuits a Lyceum was organised at St. Joseph's, in earnest. But where are the lawyers, the interpreters, the professors of that real Lyceum? Perhaps they are holding some very good positions in the Coimbra University; perhaps they are earning an equally respectable livelihood by the profession of carrying a basket in their native country; so, I will leave them in peace, wishing Mr. "S." a happy return of Lyceum days.

"Mr. Hart Milner was a professor in the Lyceum." This is not a fact and a half, but a lie, pure and simple. That gentleman never drank from Lyceum sources, never returned to the mother fountain, her Pierian waters. He owes most of his professional lore to some hard desk, somewhere beyond the China Sea, where he toiled for his life, and learned to distinguish between money and honey, between high science and an empty pocket; where he worked and settled, and where he should have remained, but for his idiosyncrasy of coming out to Macao to be a tutor, or a "one-eyed King in the land of the blind."

"I am at a loss to understand on what grounds opposition to the scheme of re-establishing the old Lyceum can be justified, unless it be that the opposition proceeds from motives which I would rather not hint at the present moment."

It is a pity Mr. "S." did not honestly speak out. Your Macao correspondent is in a position which enables him to smile at half-baked assertions, and can well afford to treat with silent contempt the weak insinuations which are but a poor substitute for reasonable arguments.

I will resume my articles on the Lyceum question at an early date.

THE P. & O. NEW DEPARTURE.

The new arrangements for the embarkation of passengers by the P. and O. Steam Navigation Company's ships in the Thames instead of at Southampton came into operation on Oct. 5, when the *Rome*, a fine vessel recently added to the Company's fleet, sailed from Gravesend. The actual point of embarkation, to be more exact, is the terminus of the London, Tilbury, and Southend Railway, opposite to Gravesend, and a little higher up the river than the old fort at Tilbury, which is always associated in the mind of the English schoolboy with the name of Queen Elizabeth; and close to the place chosen for the new docks of the East and West India Dock Company. The new arrangements worked not only without a hitch, but, considering that it was the trial trip, with remarkable smoothness. A long train, specially engaged for the P. & O. passengers and their friends, was ready at the main line departure platform of the Great Eastern Company's Liverpool Street Station soon after half-past ten in the morning, so that those who were early were able to get comfortably seated at once. The shortness of the journey to the steamer, and, perhaps, the novelty of the occasion, tempted so many friends of passengers to take the run down to the ship that there were even more visitors than passengers, between 300 and 400 first-class, and about eighty second-class passengers travelling in the special train to Tilbury. By contract with the railway company, the fares are fixed for P. and O. passengers at 3s. 6d. first-class and 2s. 6d. second-class, while return tickets for passenger's friends are issued at 4s. 6d. first-class. The train left Liverpool Street Station at eleven o'clock punctually, and, with only a few minutes' stoppage at Barking, made an uninterrupted run to Tilbury in forty-five minutes. Walking at once down a covered way to the floating pier, the passengers went on board a steamer which was in waiting, and in eight or ten minutes they were steaming out to the *Rome*, which lay in the river off Gravesend. In six or eight minutes the tender was alongside and within half an hour of the arrival of the train at Tilbury the first party were all on board the *Rome*. A few minutes later those who had been left

behind by the first tender arrived it a second, and by half-past twelve o'clock the whole party of passengers and their friends were on the great ship. The *Rome*, under the command of Captain Cates, and with Mr. T. Sutherland, chairman of the P. and O. Company, on board, had left the Albert Dock on the flood tide about ten o'clock and had steamed slowly down the river to Gravesend, where she arrived about twenty minutes to twelve. She lay there, moored to a buoy, until all the passengers were on board. In half-an-hour all going ashore were again on one of the tenders returning to Tilbury. With waving of hands and handkerchiefs the last adieux were made to those about to begin their long journey to the other side of the world, and before the tender reached the Tilbury Pier, the great ship had, with the aid of two tugs, swung round, and was steaming away to the North. Among her passengers—over 160 in number—were Mr. Grant-Duff, Governor of Madras; Mrs. Grant-Duff, Captain Ambrose Awdry, secretary to the Governor; Dr. and Mrs. Mackenzie and their family, Col. Sir O. P. Keyes and Lady Keyes, and Colonel Crichton, on the staff of the Governor of Malta and Lady Margaret Crichton.

FREE TRADE IN JAPAN.

"A Japanese" writes to the *Post* on the above subject, and quotes a number of figures showing the exports and imports of Japan, specie exported, &c. The writer then states:—

"The excess of imports over exports of England's foreign trade may be defended, but in the case of Japan how can it be defended, even by the cleverest freetrader? Really a wholesale drain of national resources like this is alarming. What were the results? The Japanese Government was obliged to issue, to cover this deficit, 10 millions of paper money, which, becoming gradually depreciated, bears now only half of its original value. Of course depression of currency is not solely owing to balance of trade, but, partly, to some internal causes of the country, which the limited space here forbids me to discuss. Labour is dearer now compared to some years past, but the price of commodities has doubled, hence the suffering of the people and increase of pauperism. Cotton and sugar manufactures, which amply supplied our thirty-three millions of souls, are now nearly ruined by competition of foreign articles. Well, if this drain of resources from Japan is left to a laissez-faire policy, what will be the result? Japan's spending power will gradually diminish, and her foreign trade will begin decreasing until the amount of her imports lowers itself down to that of exports, and the decrease will not stop there; it will perhaps diminish more. Of course this state of things will affect foreign as well as Japanese merchants in no small degree. Therefore, the excess of imports over exports does not always indicate that this nation is a creditor to other nations. Hence it may be concluded that if a nation imports more than she exports, and at the same time is indebted to some other nation, such nation ought to apply some remedial measures in order to adjust the balance of its trade. Japan is bound by treaties not to levy a higher duty than 3 per cent., in average on foreign products cleared at her ports, while her goods are submitted to heavy duties in foreign ports. England, the champion of free-trade, can raise annually her customs revenue to the amount of £20,000,000, while Japan's customs income is only 2,000,000 yen, i.e., about £400,000, taking exchange at par. Japan was obliged to try one-sided free-trade for nearly twenty years, and it seemed as though it would prove fatal to her existence. Universal adoption of free-trade policy is desirable; but, till then, a great many considerations are required before any one can declare for one-sided. Enough has been shown by the instance of my country to prove the inconsistency of some of the free-trade theories which, far from being applicable in general, seem to me only obstructions.

"What beautiful hair that young lady has," remarked Jones, in a half-audible tone. "Yes," replied Pingry, "but it isn't hers." "That's false!" cried the lady, suddenly facing the rude fellows.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

There is still a good deal more talk than actual business indulged in on the Stock Exchange, consequently we have very few transactions, and still fewer changes to report. Business has been done in the Dock Company's stock at 29 per cent. premium, but only to a limited extent, and although there are still sellers at that price we feel convinced that it would only require a very slight demand to improve the quotation. Banks, which were in request yesterday at 11s, are freely offered at that price to-day without finding purchasers. We have to record a few sales of China Tires at 270 per share, at which rate the shares are still on offer. Sugars are very firm at 16s, but up to the present would be buyers have declined to advance upon that rate.

SHARES.

Hongkong and Shanghai Banking Corporation—113 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,625 per share.
China Traders' Insurance Company—\$1,576 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company—\$300 per share, sellers.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$905 per share, Buyers.
China Fire Insurance Company—\$270 per share, Sales.
Hongkong and Whampoa Dock Company—29 per cent. premium, Sales & Sellers.
Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium.
China Coast Steam Navigation Company—Tls. 152 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$100 per share, Sellers.
China Sugar Refining Company, Limited—\$165 per share, Buyers.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Hongkong Ice Company—\$123 per share.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1873—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—2 per cent. premium, Sellers.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8
Bank Bills, at 30 days' sight 3/9
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight 3/9½
Documentary Bills, 4 months' sight, 3/9½
On PARIS—Bank Bills, on demand 4.50
Credits, at 4 months' sight 4.4
On BOMBAY—Bank, T.T. 224
On CALCUTTA—Bank, T.T. 224
On SHANGHAI—Bank, T.T. 73½
Private, 30 days' sight 74½

MAILS.

The following mails will close:—

TO-DAY, 15th November, —
For Haiphong, per Olympia, at 4.30 p.m.
For Singapore, Colombo and Odessa, per Petersburg, at 3.30 p.m.
For Singapore and London, per Glenlyon, at 5 p.m.
For Straits Settlements, per Carisbrooke, at 5 p.m.

TO-MORROW, 16th November, —
For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per Oceania, at 2.30 p.m.
For Nagasaki and Yokohama, per Sunda, at 11.30 a.m.
For Amoy and Manila, per Enmy, at 4.30 p.m.
For San Francisco, per Devonshire, at 4.30 p.m.
For Saigon, per Nona, at 5 p.m.
For Swatow Amoy and Foochow, per Nona, at 5 p.m.
For Swatow, Amoy, Tamsui, and Taiwan, per Hailong, at 4.30 p.m.
For Singapore, per Bengal, at 11.30 a.m.

On THURSDAY, 17th November, —
For Straits Settlements and Calcutta, per Suez, and Arratoon Apar, at 2.30 p.m.
For Manila, per Romulus, at 3.30 p.m.

On MONDAY, 21st November, —
For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burma, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per Yangtze, for printed matter at 10 a.m., and letters at 11 a.m.

On WEDNESDAY, 30th November, —
For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per City of Tokio, at 2.30 p.m.

At the Mercantile Ball—One "wall-flower" (jealous) to another wall-flower (who has just returned to her seat after a solitary dance with a fossil in the Customs).—"Oh, dear!—why, good gracious, how could you dance with that horrid man?" Wall-flower No. 2 (waspsily)—"I don't know, my dear, how I could dance with him, but I know how you couldn't." Acrimous rejoinder drowned by the band.

SHIPPING INTELLIGENCE.

ARRIVALS.

Nov. 14, EMORY, Spanish steamer, 222, G. de Ortuzar, Manila 11th Nov., General.—Remedios & Co.
Nov. 14, HAMMONIA, German bark, 408, Woller, Newchwang 6th Nov., Beans.—Siemssen & Co.
Nov. 14, FERDINAND, German bark, 416, Westergaard, Newchwang 2nd Nov., Beans.—Wideler & Co.
Nov. 14, JOHN POTT, British bark, 373, A. B. Brown, Newchwang 1st Nov., Beans.—Ed. Schellhass & Co.
Nov. 14, RODRICK HAY, British bark, 200, Nicolson, Newchwang 29th Nov., Beans.—Order.
Nov. 15, GLENLON, British steamer, 1,375, R. A. Donaldson, Foochow 13th Nov., Tea.—Jardine, Matheson & Co.
Nov. 15, PENG-CHAO-HAI, Chinese gunboat, from Canton.
Nov. 15, SAMAR, American ship, 1,110, O. Miller, Newcastle, N.S.W., 4th Oct., Coals.—Vogel & Co.
Nov. 15, HIRAM EMERY, American bark, 799, J. D. Wymar, Newcastle 20th Sept., Coal.—Order.
Nov. 15, MANHEM, Swedish 3-m. schr., 463, S. P. Jansson, Newchwang 4th Nov., Beans.—Siemssen & Co.
Nov. 15, CUMA, British bark, 320, Stabell, Newchwang 4th Nov., Beans.—Capt.tain.
Nov. 15, OAKLANDS, British steamer, 710, Payne, Canton 14th Nov., General.—Butterfield & Swire.
Nov. 15, CHINA, German steamer, 648, H. Schorer, Swatow 14th Nov., General.—Hing Kee.
Nov. 15, CARISBROOKE, British steamer, 960, H. Wharton, Amoy 12th Nov., and Swatow 14th, General.—Bun Him & Co.
Nov. 15, SPARTAN, American schr., 85, C. Vincent, from a cruise 9th Nov.—W. H. Ray.
Nov. 15, YORTUNG, British steamer, 286, Goggin, put back.—Kwok Acheong & Sons.

DEPARTURES.

Nov. 14, WELLE, German steamer, for Amoy.
Nov. 14, KASHGAR, British steamer, for Singapore, Bombay, &c.
Nov. 14, CHINKIANG, British steamer, for Shanghai.
Nov. 15, DALE, British steamer, for Bangkok.
Nov. 15, CHOP-SAI, Chinese gunboat, for Canton.

PASSENGERS.

ARRIVED.

Per China, steamer, from Swatow, 112 Chinese.
Per Emu, steamer, from Manila, Mr. Sawyer, and 69 Chinese.
Per Glenlyon, steamer, from Foochow, Messrs. George Oliver, W. J. Robinson, and L. Flemming.
Per Sham Quee, from Newcastle, Mrs. Wymar and child.

DEPARTED.

Per Chinkiang, steamer, for Shanghai, 5 Europeans and 80 Chinese.
Per Dale, steamer, for Bangkok, 82 Chinese.
The following passengers departed yesterday at 4 p.m. per P. & O. steamer Kashgar:—
From Hongkong for Singapore.—Mrs. Seth, 2 children, and 2 native servants, and Mr. G. H. Earle.
For Brindisi, Mr. S. B. Degener.
For Venice.—Rev. J. McCormick.
For Southampton.—Mr. and Mrs. C. A. Petersen.
From Shanghai for Suez.—Mr. and Mrs. Couverso.
From Yokohama for Galle.—Mr. and Mrs. G. Lewis.
For Venice.—Mr. and Mrs. Deep, and Mr. E. Marcus.
For Southampton.—Mr. and Mrs. Haffenden and 2 children, and Mr. Bellasis.

REPORTS.

The British steamer China, from Swatow, reports fine weather, and moderate N.E. breeze.
The British bark John Potts, from Newchwang reports—Light breezes and fine weather to Tung-ying; thence to port strong N.E. gale and rainy weather.
The British bark Rodrick Hay, from Newchwang, reports:—Light winds from south and S.E. to Barren Island, and from thence to port moderate and fresh winds from N.E. thick rainy weather.
The German bark Ferdinand, from Newchwang, reports first part of voyage light variable southerly winds from S2 North, fresh N.E. monsoon and cloudy heavy weather to port.

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 14th & 15th November, 1881.
BAROMETER—1 P.M. 30.080
Do. 4 P.M. 30.050
THERMOMETER—1 P.M. 73.
Do. 4 P.M. 72.
Do. 1 P.M. (Wet bulb) 63.
Do. 4 P.M. Do. 63.
BAROMETER—9 A.M. 30.120
THERMOMETER—9 A.M. 71.
Do. 9 A.M. (Wet bulb) 63.
Do. Maximum 73.
Do. Minimum (over night) 70.

MACLEWEN FRICKEL & Co.

GENERAL STOREKEEPERS, &c.
HAVE FOR SALE.

Groceries.
Crosse & Blackwells, Celebrated Household Stores.
John Moir & Sons, Celebrated Household Stores.
American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES, BUTTER, Danish & French, Philippine & Candied PATES &c.
CHUTNIES & CURRY POWDER, TEYSSONNEAU'S FRUITS in juice.
COFFEE, SUGAR, &c. &c.
Wines, Spirits, &c.
CUTLER PALMER & Co.'s "CARTE BLANCHE" HEID-IO & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.
MUMM'S (Jules) CHAMPAGNE pts. and qts.
NEYEN'S (Boden) BOUZY, pts. and qts.
EXTRA SEC, quarts.
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE CLICQUOT PONSARDIN, pts. and qts. Theophile Roederer & Co.'s VERZENAY MOUSSEUX, pts. and qts.
Krug's CHAMPAGNE, pts. and qts.
CUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints, and quarts.
ARAUZAN (Chateau), pints and quarts, HERMITAGE LUDON, THIBIEUF (Chateau), pints and quarts.
CHATEAU LAROSE (Cuvier & Adel's), pints and quarts.
CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints & quarts, OLD INVALID CLARET.
St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Shorries, &c.
Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteimer, Steinberger Cabinet, Rudesheimer Berg, Konigin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne Marsala, Sacccone's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Ruyver Guilloit & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glenade Whisky; AVH Gin, Swaine, Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Ouzagon, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.
PILSENER BEER, in quarts.
DEAUGHT ALE and PORTER, by the Gallon.
Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogheads.

Aerated Waters.

SODA WATER.
LEMONADE.
Tonic WATER.
SARSAPARILLA, &c., &c., &c.

The Finest Stocks of CIGARS, CAVITE CHEROOTS, PRINCESA CHEROOTS, PRINCESA CIGARS, AROCEBOS, VEGUEROS, &c., &c.

"PERFECTION" All Specially Selected.
EMPRESS OF INDIA, and Best NAVY, STATIONERY, BOOKS &c.

"Franklin Square" Library.
"Seaside" Library.
Harper's Half-hour Series.
French Novels.
Medical Works.
School Books.
Presentation Books.

Works of reference &c.
Stationery for Ladies and Office use.
Direct from the manufacturers the best and cheapest in Hongkong.
Special orders in this line executed on very moderate terms.
Papers ruled to any pattern and stamped Plain, cameo or relief.
Dies engraved to order. Office requisites of every description.
Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware.
Cutlery, Crockery, and Glassware.
Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition.
Sailmaking and Rigging promptly executed.

To be Let.

TO LET.

Immediate Possession,
TOP FLOOR of No. 3, Queen's Road
Central (above Mr. Noble's).
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA,
215, Wanchai Club.
Hongkong, 7th September, 1881.

Intimations.

TUITION IN THE FRENCH
LANGUAGE.

by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
COPPERSMITHS, and BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
FLETCHER'S BUILDINGS, QUEEN'S ROAD
EAST. WORKS—SPRING
GARDENS, WANCHAI

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE
(muzzle-loading), Patent Snap
Action, Twist Barrels, side-action
Locks; in leather case, with Shot
Pouch and Powder Flask. Price, \$10.
Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, OARS
Rowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.
Apply at the office of this Paper.
Hongkong, 18th October, 1881.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Prayer East, and ad-
vances made on the receipt.
For the Messrs Godown Co.,
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE
AGENTS.
RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS,
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

OFFICES WANTED.

OFFICES WANTED, for a term
of years, on the Queen's Road
or near it; must have good daylight.
Address, stating situation, rent, and
when vacant, B. E. J., office of this
Paper.

Hongkong, 4th November, 1881.

NOTICE.

THE Business of General Printers
and Bookbinders, lately con-
ducted by the late Mr. J. J. da Silva
e Souza under the style of—
De Souza & Co.,

will henceforth be carried on under
the same style by the undersigned,
as Lessees of the Goodwill, Machi-
nery, Plant, &c., belonging to the
said Printing Office.

J. J. DE SOUZA.
H. LUBECK.
Hongkong, 15th June, 1881.

FOR SALE.

MERCHANTILE DIRECTORY
of the World, in 3 volumes,
comprising the Continental, Price.
Foreign and British Portions \$25.00
Select Phrases in the Canton
Language 0.50
First Book of Reading Les-
sons: Part I. 0.50
Part II. 1.00
De James Butler's Catechism 0.25
Topography of China 1.00
DE SOUZA & Co.

TELEPHONE EXCHANGE.

**THE GREAT NORTHERN
TELEGRAPH COMPANY**
(amalgamated with the ORIENTAL TELE-
PHONE COMPANY, Limited, as regards
Telephone Lines in Hongkong and
China) with transfer of Alexander
Graham Bell, Arnold White, Frederic
Gowat, &c., &c.

BELL AND EDISON'S SYSTEM.
Permission having been granted by
the Government to establish a Tele-
phone Exchange in Hongkong, the
above Company hereby beg to invite
Subscriptions from the Public.

Throughout Europe and America
Telephone Exchanges have gained such
a reputation by facilitating daily inter-
course and by ensuring the safety of
private and public property, that they
may now be considered indispensable
in all large Cities and Business Centres.
Hongkong with its vast commercial
transactions and valuable property, is
essentially a place, where a well con-
ducted Telephone Exchange will be of
the greatest use, and in laying this
Prospectus before the Public, the Com-
pany hopes that it may count upon the
general support not only of the mer-
chants and professional members of the
Community, but also of the different
Government Departments in order to
render the service as efficient as pos-
sible.

The Exchange will be worked in the
following way, viz.: a head Office will
be established in the central part of
the town provided with the best Tele-
phone appliances according to the new-
est and most approved European and
American inventions. Each subscri-
ber will be supplied with a complete
set of Instruments and will be put in
direct communication with the central
office by separate wires.

When wishing to use the Telephone,
a Subscriber will only have to call the
Central Station and give the name of
the party, he wishes to speak with, the
wires are then immediately switched
together, and the two Subscribers will
be in direct communication with each
other. When they have finished, the
Central Office is notified to that effect
by a Bell Signal, the wires are then
disconnected, and any other connection
can be made if desired and so on. The
dialogue between the subscribers is of
course quite private and can only be
heard by the two parties concerned.
It should distinctly be understood, that
the message are not spoken to the Cen-
tral Office, and thence transmitted to
the person to be communicated with,
but the two wires are simply switched
together, thus forming one continuous
line, over which conversation can be
carried with perfect ease and privacy.

FOR SALE CHEAP.

BOWLING ALLEYS.

WITH BALLS, PINS, &c.,
Complete.
The Alleys are 79 feet in length,
and were laid down about a year ago
at a cost of over \$600. They have
seldom been played on, and are in
splendid condition.

Will be sold a bargain.

Apply to
R. FRASER-SMITH,
Club Chambers.
Hongkong, 1st July, 1881.

FOR SALE.

AUSTRALIAN WINES,
PORT AND SHERRY,
of the finest quality, from Coolatta
Vineyard, Braxton, Hunter River,
N.S.W.

Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE CHEAP.

A First Class PONY PHAETON
by Lenny of Croydon.
Apply to
M. A.
The "Hongkong Telegraph" office,
Hongkong, 24th June, 1881.

JUST RECEIVED.
SELECTED ASSORTMENT
of MENTH. CARDS, SEAT CARDS,
VISITING CARDS.
Apply to
De Souza & Co.

The Central Office will, if practicable,
be open to the general public so that
any person can thence communicate
with the Subscribers. For this service
non-subscribers would have to pay a
small fee according to the time they
occupy the wire.

The Telephones used by the Com-
pany are the Combination Bell-Edison.
These Instruments which are far su-
perior to all other Telephones on ac-
count of their great distinctness of
sound combined with easy manage-
ment, have met with unrivalled success
throughout the world, and are now
also adopted by the British Govern-
ment Departments in England and
India.

The subscription fee will to some ex-
tent depend upon the number of sub-
scribers, but the price will not exceed
\$150 per annum for town subscribers.
The following boundaries will be taken
as terminating the town, viz.: West—
The Gas Works, East—Police Station
No. 2, South—Caine Road and
Kennedy Road, etc. Subscribers out-
side these limits would have to pay a
proportionally higher charge according
to the length of wire required and the
difficulties to be overcome in construct-
ing and maintaining the line. The
subscription will be binding for one
year, payable quarterly in advance.

All maintenance expenses of Instru-
ments and wires are included in the
above price, and the subscribers will
have nothing to pay beyond the fixed
annual charge.

The Central Office will be under
competent supervision, and an efficient
staff of clerks will be in attendance
during office hours.

The Company will also undertake to
make private arrangements for persons
wishing to be in direct communication
with their offices, godowns, etc., and
to take over the maintenance of such
lines at reasonable charge.

In order to expedite the work, sub-
scribers are requested to send in their
names to the undersigned agent at an
early date.

Should sufficient support not be re-
ceived, the Company is not bound to
establish the Exchange.

A. SUENSON,

Superintendent.

Hongkong, November 11th 1881.

Hongkong,.....188.

To the Superintendent
Great Northern Telegraph Co.

Dear Sir,—

Kindly place.....name in the List of
Subscribers to the Telephone Exchange.

Yours faithfully,

Signature

Address

NOTICE.

BOOKBINDING AND RULING IN
ALL ITS BRANCHES EXECUTED
AT VERY LOW RATES AT THE
"HONGKONG TELEGRAPH"
OFFICE.

Account Books ruled to any pattern.
Music bound in Elegant Style
with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,

AND
COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

FOR SALE.

A TABLE
Showing the mean time of Rising and
Setting of the Sun calculated for the
Latitude of Hongkong or any other
Latitude if required.
Price:—20 cents.
De Souza & Co.

FOR SALE.
ANGLO-CHINESE CALENDAR
FOR 1881.

NEATLY PRINTED ON CARD BOARD.
Price:—10 cents.
De Souza & Co.

FOR SALE.

WASHERMAN'S BOOKS, for
the use of Ladies and Gentle-
men.—Price 50 cents.
De Souza & Co.
Hongkong, 28th June, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—NO. 1 extending from Green Island to the P.
and O. Company's Wharf; NO. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Govern-
ment Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to
Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Ashington	2	Nov. 12	E. Allason	British	809	Siemssen & Co.
Arratoon Apear	3	Nov. 5	Mactavish	British	1392	D. Sasseoon, Sons & Co.
Carisbrooke	2	Nov. 15	H. Wharton	British	960	Bun Hin & Co.
Catherina	2	Nov. 10	Gollart	Russian	810	Arnhold, Karberg & Co.
China	2	Nov. 15	H. Schorer	German	648	Hing Kee.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Devonshire	2	Oct. 24	Pervis	British	1513	Russell & Co.
Emuy	3	Nov. 14	G. de Orizuar	Spanish	222	Remedios & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dook Co.
Glenlyon	3	Nov. 15	Donaldson	British	1375	Jardine, Matheson & Co.
Hailong	3	Nov. 14	F. Ashton	British	277	D. Lapraik & Co.
Hector	3	Nov. 14	E. Billinge	British	1589	Butterfield & Swire.
Hongkong	1	Oct. 28	Kennett	British	67	K. Acheong & Sons.
Kiang-ping	3	Oct. 19	Holms	Chinese	302	C. M. S. N. Co.
Kiung-chow	2	Oct. 10	A. Love	British	169	Chinese.
Memuir	4	Nov. 8	W. Ellis	British	1247	Gibb, Livingston & Co.
Namoa	3	Nov. 13	Westoby	British	862	D. Lapraik & Co.
Nona	3	Nov. 8	Wolff	German	669	Ed. Schellhass & Co.
Oaklands	2	Nov. 15	Payne	British	710	Butterfield & Swire.
Oceanic	3	Nov. 6	Metcalfe	British	—	O. & O. S. S. Co.
Olympia	2	Nov. 12	Wagner	German	780	Siemssen & Co.
Pacific	3	Nov. 7	Sachse	German	69	Siemssen & Co.
Petersburg	3	Nov. 13	Sidensmer	Russian	1820	Melchers & Co.
Romulus	3	Nov. 8	Fremosa	Spanish	591	Dun, Melbye & Co.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	—	93 Captain.
Suez	3	Nov. 5	Dodd	British	1390	Jardine, Matheson & Co.
Sunda	3	Nov. 12	Reaves	British	1209	P. & O. S. N. Co.
Vladivostok	3	Nov. 2	Varonoff	Russian	678	Melchers & Co.
Volmer	3	Nov. 13	Heintzemann	Danish	1527	Siemssen & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.
Yottang	2	Nov. 9	Goggin	British	286	K. Acheong & Sons.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adole	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Agnes Muir	3	Oct. 31	J. Lowe	Brit. ship	901	Arnhold, Karberg & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Arab	3	Nov. 11	G. Moos	Ger. bark	541	Wieler & Co.
Begezia	2	Nov. 8	Anderson	Ger. bark	333	Captain.
B. H. Starcken	2	Oct. 18	J. Meyer	Ger. brig	235	Melchers & Co.
Channel Queen	2	Nov. 9	Lo Lachour	Brit. bark	609	Ed. Schellhass & Co.
Cuba	2	Nov. 15	Stabell	Brit. bark	320	Captain.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amer. bark	751	Carlowitz & Co.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Erkonig	2	Nov. 9	A. Nauroh	Ger. bark	456	Siemssen & Co.
Esmeralda	2	Nov. 7	H. Brook	Ger. bark	788	Siemssen & Co.
F. de Lesseps	4	Oct. 16	Matelet	Fren. bark	480	Carlowitz & Co.
Ferdinand	2	Nov. 14	Westergaard	Ger. bark	416	Wieler & Co.
Francisco	2	Nov. 12	Buck	Ger. bark	368	Siemssen & Co.
Gustav & Oscar	3	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Haward	4	Oct. 28	Samuel Pray	Amer. bark	1033	Captain.
Hammonia	2	Nov. 14	Weller	Ger. bark	408	Siemssen & Co.
Helicon	5	Oct. 5	Howe	Amer. ship	1199	Captain.
Hilde Marian	2	Nov. 7	Johansen	Ger. bark	276	Wing How Tang.
Hindostan	** Sept.	10	Belyea	Brit. ship	1547	Captain.
Hiram Emery	4	Nov. 15	Wymar	Amer. bark	709	Order.
Hope	4	Oct. 7	Curry	Amer. ship	797	D. Lapraik & Co.
Isoberg	4	Sept. 24	C. F. King	Amer. ship	1177	Siemssen & Co.
John Potts	2	Nov. 14	Brown	Brit. bark	373	Ed. Schellhass & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Kjobenhavn	2	Nov. 7	Magleby	Dan. bark	353	Wieler & Co.
Kolga	2	Nov. 9	Kleffel	Brit. bark	359	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lochiel	2	Nov. 13	Ewan	Brit. schr.	216	Siemssen & Co.
Lucy	2	Oct. 30	Habekost	Brit. schr.	219	Chinese.
Manhem	3	Nov. 15	Jansson	Swed. schr.	463	Siemssen & Co.
Margretie	3	Nov. 8	Tossen	Ger. bark	317	Wieler & Co.
McNear	4	Oct. 21	Taylor	Amer. ship	1265	Captain.
Minerva	3	Nov. 9	P. Duhme	Ger. brig	319	Melchers & Co.
Minnna	2	Nov. 11	T. Dan	Ger. bark	467	Captain.
Morning Star	3	—	Michelsen	Siam. bark	670	Chinese.
Mozart	2	Nov. 7	H. Storm	Ger. bark	234	Siemssen & Co.
Nautilus	2	Nov. 9	Stelp	Ger. bark	725	Siemssen & Co.
Prudencia	2	Sept. 10	Dudrichson	Ger. bark	864	Carlowitz & Co.
Queen of India	2	Nov. 12	Scott	Brit. bark	390	Chinese.
Rambler	4	Oct. 7	Watson	Amer. bark	1018	Arnhold, Karberg & Co.
Regulus	4	Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amer. ship	1652	Jardine, Matheson & Co.
Roderick Hay	2	Nov. 14	Nicolson	Brit. bark	290	Order.
Samar	4	Nov. 15	O. Miller	Amer. ship	1110	Vogel & Co.
Spartan	5	Nov. 14	Vincent	Amer. schr.	81	W. H. Ray.
Souvenir	** Oct.	16	Williams	Brit. bark	482	Captain.
Stonewall Jackson	4	Sept. 16	Swain	Amer. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amer. ship	875	D. Lapraik & Co.
Ta Lee	2	Nov. 9	C. Stelp	Ger. bark	342	Siemssen & Co.
Titan	5	Sept. 22	C. M. Norris	Amer. ship	1229	Gha. R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amer. ship	1303	Arnhold, Karberg & Co.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.